

# New York Tribune

First to Last—the Truth: News—Editorials  
Advertisements  
Member of the Audit Bureau of Circulations

SATURDAY, JUNE 15, 1918

Owned and published daily by The Tribune Association, a New York corporation. Office: 150 Nassau Street, New York. Telephone: 2000.  
E. A. Butler, Treasurer, Address: Tribune Building, 154 Nassau Street, New York. Telephone: 2000.

SUBSCRIPTION RATES:—By Mail, Postage Paid, outside of Greater New York:  
IN THE UNITED STATES: OUTSIDE OF GREATER NEW YORK

	1 mo.	3 mo.	6 mo.	1 yr.
Daily and Sunday	\$5.50	\$14.75	\$27.00	\$50.00
Daily only	4.00	11.00	20.00	38.00
Sunday only	1.50	3.75	7.00	12.00
Foreign	6.00	15.00	27.00	50.00
Daily and Sunday	\$10.00	\$25.00	\$45.00	\$85.00
Daily only	7.00	17.50	32.00	60.00
Sunday only	3.00	7.50	13.00	25.00

Entered as the Postoffice at New York as Second Class Mail Matter

## GUARANTEE

You can purchase merchandise advertised in THE TRIBUNE with absolute safety—for if dissatisfaction results in any case THE TRIBUNE guarantees to pay your money back upon request. No red tape. No quibbling. We make good promptly if the advertiser does not.

MEMBER OF THE ASSOCIATED PRESS  
The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news of metropolitan origin published herein.

All rights of republication of all other matter herein are also reserved.

## Check!

In the first three German thrusts—those in Picardy, Flanders and Champagne—the sixth day saw the checking of the onrush. In the present operation in Ile-de-France the sixth day sees a more complete pause than in the earlier operations, which amounts to an unmistakable check. What is even more interesting is the fact that to all intents and purposes the German drive has been checked since the third day, on which began a series of French counter attacks unlike anything in the first three German operations.

While it is naturally too early to draw conclusions or to assert that the fourth German operation is over, there is every indication that the Germans have spent that appropriation in divisions which was allotted to the present drive, and we see that they have spent them on a gain of eight miles, as contrasted with forty in Picardy and thirty in Champagne. For these gains the German has paid a price comparable only with what he paid in the last phases of his attack in Flanders after French reserves had arrived—an attack which culminated in the severe check of April 29.

If we regard the operations beginning on May 27 and on June 9 as portions of a single attack, it is fair to conclude that the German has now used at least six divisions—and possibly seventy divisions—between the Marne at Chateau Thierry and Montdidier. This unquestionably means that he has employed half of all the divisions he possesses on the West front which are available for an offensive. He may have left, then, fifty divisions, but certainly has not more than seventy. These seventy divisions, to accept the maximum figure, are now standing somewhere between the Somme and the sea, facing the British army, and the great problem of the moment is whether the German will now turn his attention to the British while he reorganizes his corps, concentrates his gains and builds his communications for a new drive at Paris.

There are at least two theories to be detected now in foreign comment: The French theory, which looks for a sustained drive upon Paris, following the old Verdun precedent, and the British theory, which forecasts at least one more drive at the British in advance of a renewal of the battle for Paris. If you put it in its simplest form, Ludendorff is now operating between the British and the French armies, as Napoleon manoeuvred between the British and the Prussian armies in the Waterloo campaign.

In that famous campaign Napoleon obtained, by the celerity of his movements and by the surprise of his enemies, a position between the British and Prussian armies, and endeavored, while attacking Wellington at Quatre-Bras, to overwhelm the Prussians at Ligny. He defeated the Prussians, but Ney was substantially unsuccessful at Quatre-Bras. Napoleon then turned his attention to the British and sought to defeat them before the Prussians could come to their assistance. He failed and lost the campaign. But the resemblance between the two operations is clear.

The British assume that the four armies massed against them, made up of not more than seventy divisions—the divisions which participated in the March 21 drive and have been rested and refitted—will now strike them and seek definitely to dispose of them, as Napoleon sought to dispose of Blücher at Ligny, and that this will be preparatory to the blow on Paris. The French feel that the German losses have been so great that the Germans run the risk of exhaustion if they attempt another great operation to the north. We are likely to see in the next few days which of the two views is correct.

Whether the Germans attack in the north or not, there is every evidence that a period of pause is about due before Paris. They began their present drive upon Paris at the Aisne on the 27th of May and continued it along the Oise on the 9th of June. Between the Somme and the Marne, therefore, German forces have been in operation for nearly three weeks, and unless the reserves from the north are now drawn down and German effort concentrated in a final rush to Paris, which is highly unlikely, we are likely to see a period of stagnation and stabilization between Montdidier and Chateau Thierry, interspersed with local thrusts for dominating positions useful to the German when he resumes.

We should make a mistake not to recognize that valuable territory has been lost in the present German offensive.

live, which began last Sunday. The Lassigny-Noyon hills are now completely in German hands. And these will make a useful "jumping-off" place when the German strikes again to complete the task of clearing the way to Paris by opening the Aisne Valley. On the other hand, the relatively short distance covered, the prompt check, the rapid reaction of the French in successful counter attacks are all good signs which should increase the confidence with which the Allied publics look forward to the immediate future, which holds other crises and great anxieties but no reason for despair or even for weak pessimism.

## Victory First

The thought of peace now takes its proper place. "They are convinced," says President Wilson, speaking of the American people in his telegram to President Poincaré, "that it is only by victory that peace can be achieved and the world's affairs settled upon a basis of enduring right and justice."

Peace by negotiation, by conciliation, by any means short of victory, would be a bargain peace which only Germany could afford to accept. It would represent, however, what the Allied people had at last been unwilling to sacrifice for the freedom of the world.

Peace without victory would be a German peace; and there shall be no German peace. Germany had intended soon to launch a peace offensive. It is "pinned down" before it starts. While the military power has been winning terrain on the West front the Imperial German Foreign Office has suffered a defeat the disastrous nature of which will be increasingly apparent. A momentous and dramatic change in feeling has taken place in the last few weeks. The thought of peace through victory has finally crystallized.

## Coming Together

The Board of Estimate and Apportionment, by formal resolution, has signified its desire to confer with the Public Service Commission regarding a settlement of the subway strike, which hinges on the wages to be paid to the subway workers. This is definite progress. Hitherto the board has declined to accept the commission's aid, and has flatly rejected its contention that the solution of the problem lay in obeying the Lockwood law, passed in anticipation of the existing situation.

When the two bodies get together, there can be no excuse for failure to stop the present intolerable hold-up of work on the new subways. If both are honestly and earnestly seeking to do their duty to the public, rather than to play politics, a way out of the difficulty can be found. And whatever the opinions, whatever the prejudices of both sets of officials, a way must be found. The city is losing much money every day subway completion is delayed. The public is being subjected to shocking inconvenience through lack of the new transit lines.

The Tribune believes the Lockwood law offers the best way out. But if the Board of Estimate can show the Public Service Commission a better way, by all means let it do so.

## On the Road to Herat

Constantinople reports the signing of a peace treaty between Turkey and the new independent state of Trans-Caucasia. This means that Germany has travelled another stage of the road she is now following into the heart of Asia.

The old slogan of the German Eastern expansionists was Berlin to Bagdad. The Persian Gulf was the goal of German ambition, which in those days was limited to an exploitation of Asia Minor, Armenia, Syria and Mesopotamia. The huge bulk of Russia lay across the northern route to Persia, and Southern Persia had become a British "sphere of influence" under a British-Russian compact.

The collapse of Russia changed the whole face of German opportunity in the East. The British now hold Mesopotamia. They have delivered Palestine and threaten Syria. But all the Russian heritage to the north has been appropriated by Germany. Berlin to Bagdad is a back number. Berlin to Batum and Berlin to Bokhara were the cries which displaced it in the first weeks after Brest-Litovsk, when Germany had not yet awakened to the full meaning of the disappearance of Russia. But with the map of Russia shrinking daily before German eyes, like Balzac's magic skin, why stop at Batum or Bokhara? Hamburg to Herat now voices the aspirations of the German Middle Asiatics.

By concluding a treaty of peace with Turkey which recognizes the recession of the province of Kars, Batum and Erivan, Trans-Caucasia virtually accepts the rôle of a vassal German state. She can look for no support from Russia, from which she has severed herself by revolution. Her feeble government must submit to the only power in a position to bring political and economic pressure to bear upon it. That power is Germany.

Trans-Caucasia stretches along the Caspian Sea. And the Caspian Sea is the natural northern inlet into Persia. With it as a base of operations German influence can easily be extended northeast in Turkestan and southeast into Persia. The present Persian monarchy is a creation of foreign politics. It was a Russian-British creation. Now there is no hope for it except to become Germanized. When it is Germanized the Karavan of Kultur will be able to start on another easy stage through Afghanistan toward the northern boundary of India.

The only possible check in this penetration must come out of Siberia. It cannot come out of a Siberia struggling along in anarchy and retaining a nominal connection with the present Moscow régime. Until Siberia is transformed into a genuine anti-German military

base Germany can encounter no serious obstruction in her march to Herat.

## Cut Out the Rumors!

It is a fine move for the Police Department to run out of business the howlers of calamity who make night hideous on our residential streets by selling horrible "Wuxtries" that upon purchase of five cents for a two-cent paper reveal only a stale afternoon sheet with no horror whatever. American nerves are pretty good, thank you, but there is and will be enough to try them without these useless and false scares.

The rest of us who do not hustle newspapers for a living can also do a little repressing on our own account. War is necessarily a time of rumor and guess and dread and mouth-to-mouth gossip. Even necessary military censorship would leave a fertile field for such informal news; and censorship as it is usually applied, crazily, futilely, with ridiculous rigors, makes rumors shoot up faster than you can possibly chop them down.

But we all know something, a little, of war by this time. We know how easily fakes, German made or not, spread far and wide. It is up to each of us to preserve poise, to criticize reports as we hear them, to judge them by what we know and to repeat only what we feel sure is reliable and accurate. One of the best rules is to pass on only first-hand stuff.

## Too Deliberative

The Senate is still a deliberative assembly. It has decided to remain deliberative even amid the rush and bustle of war.

Deliberative is an imposing epithet. As to the moral weight it carries doctors have disagreed. Thomas B. Reed put all the scorn of which he was capable into his intonation when, after forcing through his famous anti-filibustering rulings, he said: "Thank God, this House is no longer a deliberative body!"

On the other hand, Adlai E. Stevenson, on his inauguration as Vice-President, publicly congratulated himself on having been called by destiny to preside over "the greatest deliberative body on earth."

It's all in the point of view. Deliberation can easily be carried to the extent of becoming a parliamentary nuisance. It wastes time, undermines responsibility and impairs the prestige of the assembly which tolerates it. The filibuster is well named. He is a parliamentary highbinder who sets up his will against the will of the majority and obstructs the operation of the basic principle on which popular government rests.

Closure might long ago have been adopted in the Senate (real closure, not the shadow of it written into the rules in 1917) but for one thing. The German filibuster of 1891 killed the so-called force bill. It was fortunate, on the whole, that that bill did not pass. So obstruction obtained a certain odor of sanctity which has persisted for more than twenty-five years. It has lived by capitalizing the memory of that single achievement.

It has lived too long, however. In a legislative body with ninety-six members unrestrained deliberation is harassing and demoralizing. The Senate was wrong in not recognizing that the ponderous deliberativeness on which it has so long prided itself is out of place in time of war.

## Airplane Prospects

The first public expression on conditions obtained in airplane production from Mr. John D. Ryan, the new chief of that work, was, so far as we know, given in an address to the Detroit manufacturers of aeroplanes on Tuesday. This is what Mr. Ryan said:

"I realize that this city is already the largest aeroplane producer in the world; that the facilities and the men who know how are here."

Bear in mind that this is the achievement of less than one year, and in very large part of a little more than eight months.

"I have seen some wonderful things today. You have here a production of aeroplane engines that is marvellous. It is far ahead of aught a similar nature produced anywhere else, and in reality the work is just beginning to get under way."

In other words, that although Detroit is now "the largest aeroplane producer in the world" this is only a beginning of what is going to be. This means quantity production, a quantity production of aeroplanes on a scale that no other nation in the world has had the courage to undertake. It is already here. It was not created in a day.

Every manufacturer and especially every man who has anything to do with machine tools knows the length of time that is required to make patterns, to design machinery, to make the tools and even to make the machines to make these tools. Mr. Ryan characterized what he saw in Detroit as "marvellous." It is marvellous, and the men who were in chief part responsible for the things which Mr. Ryan saw, who conceived and created the whole scheme for quantity production of aeroplanes, deserve a high and fine reward at the hands of the American people.

The campaign of malignant and baseless slander against the Aircraft Production Board is one of the most humiliating pages in our undertakings for the war.

## No Fashions

To the Editor of The Tribune.

Sir: Congratulations on your having—at last!—abolished your fashion page! This act of omission will do more for the cause of patriotic economy than scores of war savings editorials (which the fashion-following women never read). Keep it up. MARGARET FRANKLIN.  
New York, June 11, 1918.

## Aircraft Bulls

By Theodore M. Knappen

WASHINGTON, June 14.—Sensational writers on aeronautical topics have given the impression that tens and even hundreds of millions of dollars have been wasted by reason of the multitude of changes that has been made in Liberty motor parts since the manufacturers began the production of the latter. That these alterations have been very costly as well as very discouraging to executives and mechanics cannot be denied, but it is doubtful whether the entire value of wasted material and time occupied in effecting the changes has exceeded \$5,000,000. If we assume that this loss is entirely due to experimentation in the midst of production, we can set against it on the credit side the fact that the plants that have done most of the experimenting and, therefore, most of the wasting are in production at least two or three months sooner than they would have been by the more conservative plan of holding back production of all parts until it was practically certain that a satisfactory motor would result without changes during manufacture.

If, as is not unlikely, a hundred thousand Liberty motors shall be built eventually the way we have "bulled" through to production will represent only an additional cost of \$50 a motor. Nor should it be forgotten that no amount of preliminary experimentation would have avoided all chance of the necessity of some alteration during production. Foreign experience firmly supports this view, to say nothing of the testimony of manufacturers regarding other things than air engines.

## What Might

Have Been

At the same time it should be conceded that with a better and more experienced aircraft organization we should have avoided a great many mistakes. That is one of the things that should have been attended to before the war. We did the best we could—considering the system—with the ability and experience available. The manufacturers have been pestered by ignorant or arbitrary inspectors, and the reconduct processes of a military organization attempting to do business have some times been exasperating beyond all ordinary epithets. It is true that the Signal Corps staff to-day is mostly made up of officers who a few months ago were business men and engineers in civil life, but for the most part when they got into uniform they found themselves enchained by the rules of rank and "proper" procedure. Production is not an army job. In the army nobody does anything of his own initiative. The formula invariably is, "I am instructed," etc. Now and then there was a man like Colonel Deeds who was bold enough to take short cuts and run the risks of courts of inquiry and martial.

## As to

Profiteering

As to charges of profiteering and prostitution of a public service to private commercial ends, I have seen nothing in my investigations to confirm them even remotely so far as the Liberty motor is concerned. None of the men who are making the Liberty motor considers that there is any great future in aeronautics as measured by the standards of quantity production. All of them are planning to use their plants for other purposes after the war. And I doubt if more than one of them now has any thought of manufacturing aviation motors even in a small way after the war.

As to profiteering, except by resort to deliberate fraud, there is little or no opportunity, and fraud can always be resorted to by the bold and criminal in any business relation. I mean that the contracts between the Signal Corps and the naval aviation sections on the one hand and the Liberty motor manufacturers on the other are distinctly not profiteering contracts. In general these contracts allow the manufacturers a profit of 12½ per cent on an estimated or "bogus" cost of \$5,000 per motor. If the actual cost exceeds \$5,000, the manufacturers are to be reimbursed for the actual outlay, but will get no profit. For every dollar of cost less than \$5,000 they get an additional profit of 25 cents. They are sure, then, of a profit of \$625 a motor and as much more as 25 per cent of the difference between the actual cost under \$5,000 and that figure. As every piece of scrap reduces his chance for a large profit, the manufacturer has no pecuniary reason for viewing it with equanimity.

## What's

In It

The guaranteed profit might seem large if the fact were overlooked that the manufacturer pays for the special plant and equipment he has to provide for the making of the motors. In fact, if they did not expect to turn the motors out in quantity at considerably less than \$5,000 the manufacturers would be taking very large chances. The largest "firm" contract any manufacturer has for motors is 6,000, which means a total profit at the guaranteed amount of \$3,750,000. The plant and machinery must come out of this, and they will be the major part of the profit. By the time the war profits taxes are collected there will remain little margin for profiteering.

Mr. Hughes, with all the authority and machinery of the Department of Justice behind him, may discover some irregularities and possibly much waste, some of it perhaps not excusable by the exigencies of war, and he will doubtless find a thousand shortcomings, but in general I feel that the public may rest assured that he will unearth no scandal affecting the Liberty motor, the responsible officials or the manufacturers. If he goes further afield than a mere search for dishonesty his findings will be indictments of the nation at large rather than individuals—the nation that stood on the brink of war for three years and did not prepare for it.

## No Joy Rides in England

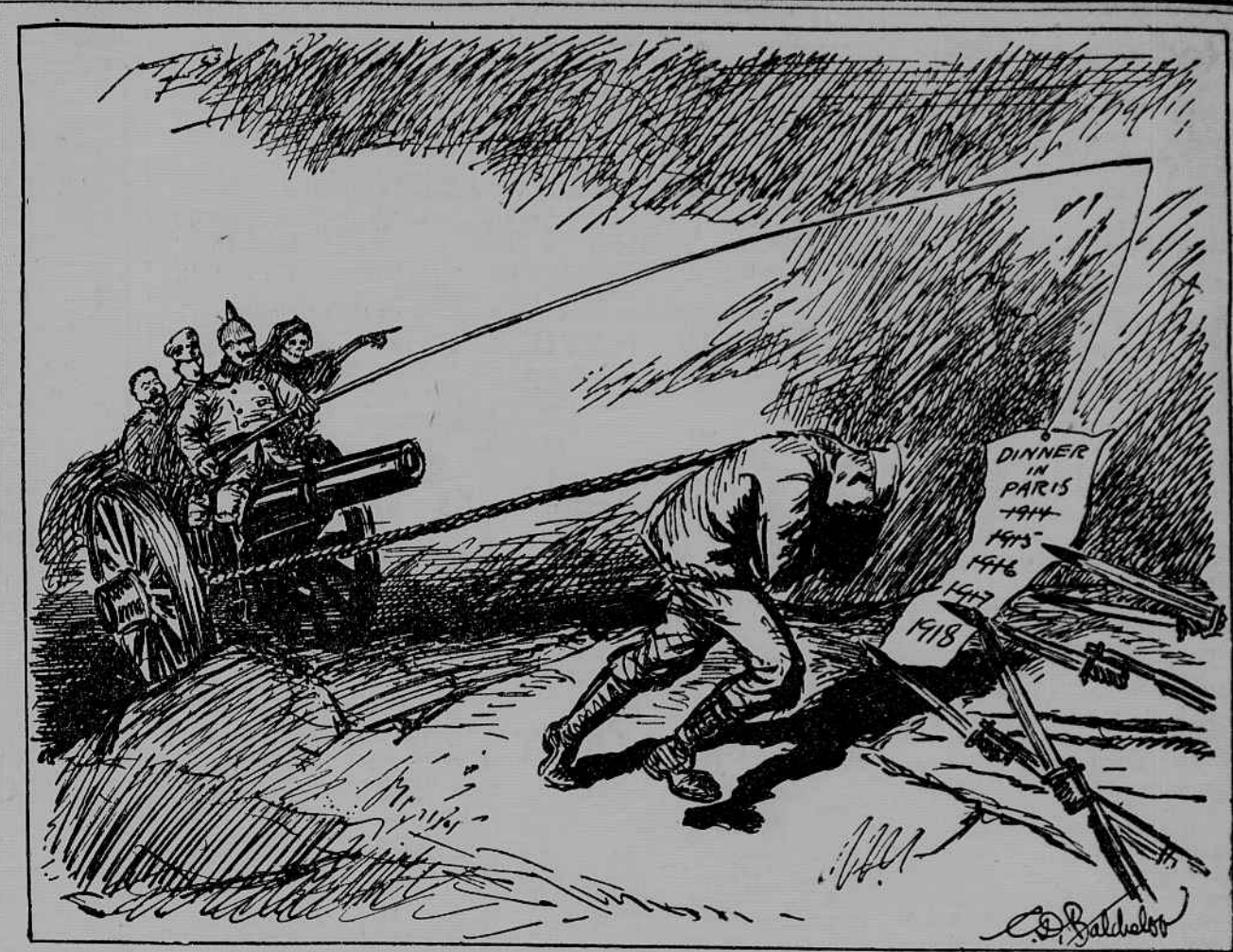
(London Times)

Mrs. Rothschild, of Kensington Palace Green, W., was fined 60s. at Brighton for causing petrol to be used unlawfully. She hired a car to take her from Worthing to Brighton to preside at a meeting of the Society for the Distribution of Jewish Literature among the troops at the front and in hospitals of which she is president.

## Buy Bonds or Fight

(Times of Cuba)

Mother (shocked)—Goodness gracious! Willie, your nose is bloody and your clothes torn. You've been fighting.  
Willie (sulkily)—Well, how could I buy a Liberty bond?



## Coiled in the Flag—Hears-s-s-t

# IF—

"If the advice of the Hearst publications had been taken we would be applying to-day in a determining way the supreme force which the President now calls for, and we should be winning to-day the glorious victory which we will assuredly win in due time anyway."—William Randolph Hearst, May 14, 1918.

## The Hearst Advice

### Men—

"The only correct strategy is to spend all our money and all our labor in preparing our navy and our armies HERE AT THEIR NATURAL BASE and so compelling Germany, if she wants to fight, to come to us and see how she likes the taste of OUR GRANITE."—New York American, May 17, 1917.

"Further Service in the War Should Be a Matter of Choice for Americans."—New York American, June 29, 1917.

### Food and Munitions—

"Every shipment of food and military supplies from this time IS A BLOW AT OUR OWN SAFETY."—New York American, April 11, 1917.

### Money—

"Our money, like our armies and our fleets, should be concentrated at its home bases and not dispersed abroad."—New York American, May 17, 1917.

### Navy—

"We ought to build seagoing submarines as fast as money and labor can build them, until we have at least 500 of them in the water. And then we could sit secure behind their powerful defence and wait for them to destroy our enemies' commerce and bleed their economic veins dry."—New York American, April 13, 1917.

### Shipbuilding—

"It is founded on one of the most absurd propositions . . . the principle of fighting an enemy by furnishing material to his most destructive department faster than it can digest the food,

"I cannot get so violently excited as some people over the possible effects in Europe of the present war."

—William Randolph Hearst, March 9, 1918.

## The Time of His Life

To the Editor of The Tribune.

Sir: If any your readers have been uneasy over gossamer accounts of life in the trenches, I commend to them the following extracts from a letter just received from a young American who is serving with a Canadian-Highland regiment at the front. I trust this recital of his experiences may have the effect of comforting the mothers and fathers and sweethearts who may be worrying over the sufferings of their young men on the firing line:

"The trenches aren't what they are cracked up to be, by any means. It is all very well for people, when they are safe back on the other side of the ocean, to imbue the civilian population with cold feet by means of lurid and blood-curdling tales concerning the conditions here, but when one is on the spot and going through it, as Grantland Rice would say, something else again.

"Talking it from a purely disinterested and casual viewpoint, there certainly are hardships and tough places of every description; the rats and 'cooties' and mud and stiff jobs are all liable to be a bit disconcerting at times, but somehow or other one doesn't mind them when actually up against it. Every one here seems to have a God-given faculty of looking only at the bright side, so that every little comfort or convenience assumes the proportions of a ringside table at the Coconut

## Glimpses

By Wilbur Forrest

WITH THE AMERICAN FORCES IN PICARDY—in a sector where shelling is constant, as on the Picardy front, shell freaks are daily occurrences and the same must happen on the enemy's side of the fence.

Since the position of a battery of an American machine gun company has been changed before this is written it is permissible to tell of a freak hit on one of the guns. A big steel plate had been placed in front of the gun to save the crew from shell fragments. Super time came along and the crew left the gun pit, to eat in a small abri fifty feet away. Ten minutes later a German shell came along and wrapped the steel plate around the small gun as neatly as a mother would tuck her child to bed. Only the little gun's nose was sticking out. It took about ten minutes to uncover the gun, and five minutes later it was spitting lead in the direction from which the pestiferous enemy shell came.

There was a beautiful chateau near the front which to-day has gone the route of war. Wonderful oil paintings, precious tapestry, Louis XV furniture and plate glass and carved wood panels were ruined by the first few enemy shells. Two yellow canaries and a ringdove caged in the loft weathered the storm, however. American soldiers found them, very thin and very excited. The canaries fluttered about constantly, while the dove cowered in a corner of the wicker cage. The soldiers turned the starving birds loose and watched them. The dove took the lead, spiralling straight into the air. The canaries followed, equally spiraling and following the circles exactly as described by the dove. When the dove reached an altitude properly to orient himself he made a bee line for the rear, followed by both canaries. They are somewhere in France to-day, probably leading a free-and-easy life.

One of the strangest shell freaks of the war as talked about by artillerymen was the 75-millimetre American field gun that was strafed by the Boche, but which is still straining the enemy to-day. This type of cannon is light as artillery goes, but the little guns weigh more than a ton. A German shell came along and exploded at the base of the gun in question. It jumped into the air and made three perfect somersaults in the general direction of the enemy line, which, however, was some miles away. Aside from some paint loss, the little gun was no worse for its acrobatics. Even more miraculous, the gun's crew escaped injury. The crew and the gun are still strafing the enemy to-day.

In a quiet village in the rear New York soldiers have decorated the street corners with signs that bring New Yorkers back to New York. At a busy corner where a khaki military policeman stands to direct traffic the chalk marks indicate: "Broadway and Forty-second Street." A Y. M. C. tent and a Salvation Army store on one of the four corners compete for soldier business in tobacco and chocolate. It is the busiest place in the village except the "Flatiron Building" at mess time, and the latter is a company mess kitchen located at the fork of the road.

## Pioneers

(Enright, Gresham and Hay, the first Americans to fall in France.)

OTHERS shall die, but none can die like you;

The first the sacrifice supreme to make,  
The first to fall that all who follow take  
A higher courage than they ever knew.  
Your hearts were steadfast, even-pulsed and true

When on that fateful day, ere quite awake  
The morn in Picardy, for our far sake,  
You stood and said, "They shall not pass!"  
anew.  
There must be some to die that others live;  
There must be some to suffer that the rest  
May not fall back in barbarism's blight.  
You were the ones selected thus to give  
Your untired lives for all that men hold best—

Fear not! You shall not know Oblivion's night.  
WILLIAM WALLACE WHITELOCK.

## A Shipping Board in Herself

(Columbia State)

It is a vast pity that Helen of Troy is not still alive. We need her badly for the Fourth of July celebration. According to the consensus of opinion of her time, she had a face that launched a thousand ships.